

TELEGRAPHIC.

Winnipeg, Jan. 6, '98.
 Earl of Wilton is dead.
 A train was robbed in the suburbs of Kansas City.
 Nurse Higgins, of Saltcoats hospital, was fatally burned.
 Reported that a Chinese loan is being floated in London.
 Judge Jette has been appointed Lieutenant-Governor of Quebec.
 The U. S. has not yet settled Alaskan customs regulations.
 Supt. Hall of the Le Roi mine was killed by falling down a shaft.
 It is expected at Ottawa that the N. W. R. P. will be increased.
 The Marchand expedition was reported on September 17th.
 General Weyler denies the Spanish government to prosecute him.
 Germany has secured from China a fifty years' lease of Kibao Chan.
 Toronto has adopted a by-law for the abolition of tax exemption.
 The Canadian militia will be equipped with Oliver accoutrements.
 An investigation into the cause of the London disaster has been ordered.
 The Kaituma-kala have blocked the road between Ali Masjid and Lodi Kotal.
 Mayor Shaw, of Toronto, was re-elected by over 4,000 majority over Macdonald.
 In the Transvaal, Kruger, Joubert and Schalkhans are running for president.
 Steamers sailing from Vancouver for Alaska ports are crowded with Yukon gold seekers.
 Three hundred and seventy-nine cheese factories and creameries have registered under the dairy act.
 Governor Mackintosh thinks there may be trouble with the United States regarding Yukon gold fields.
 Thirty people were killed and a hundred and fifty injured by the collapse of the city hall at London, Ont.
 Postmasters are instructed to make up the deficiency on letters insufficiently paid for places within the Empire.

LOCAL.

Wheat 53c. to 60c.
 Lively snow fall to-day.
 Oats, 25c. feed, 25c. milling.
 Large grain deliveries continue.
 Major Griesbach went to Lake St. Ann yesterday.
 Rev. Father Lacombe is ill in Calgary hospital, but is improving.
 D. Brock's threshing is working at Big Ig lake north of St. Albert.
 J. J. Young of the Calgary Herald has gone to England on mining business.
 A pleasant dance was given by a number of the young people in Robertson hall on New Year's eve.
 R. Crockett and P. E. Hayden, of South Edmonton, went out on Tuesday's train to bring in horses.
 C. W. Macdonald, barrister late of Halifax, has opened offices in the rooms above the post office.
 Capt. Bernard started for England on Friday last. His party pulled out for the north on the same day.
 Laurier's bakery building has been removed from its former site to the rear of the present establishment.
 Wm. Smoak has been appointed solicitor for the branch of the Molson's bank, which will shortly be opened here.
 J. Owens, of Calgary, brought up a car of work horses last week, and sold them out immediately on arrival.
 J. S. McDonald, late of Moose Jaw, has entered upon his duties as superintendent of government telegraphs in the Northwest.
 The Helpman & Co. party have gone in to camp on the R. B. flat where they are now engaged in arranging their loads for an early start.
 The body of the late Isidore Bojole is interred by the mounted police on Monday last in the Roman Catholic cemetery. An inquest was not deemed necessary.
 Twelve thousand bushels of oats and 2,000 bushels of wheat were delivered in Edmonton and South Edmonton on Thursday last. Which of the big grain centres in Manitoba can beat this?
 The party from Billings, Montana, who are stopping at Alton's place, East Edmonton, will start on some time in February. They are practical men and have made their own sleds.
 C. S. W. Bridges, of the Imperial bank, Calgary, is being transferred to the South Edmonton agency. Mr. Benson, of the South Edmonton branch, will become ledger keeper in the Edmonton branch and Mr. Foote cashier.
 Insp. Belcher left Regina on Thursday last with a detachment of 30 policemen for the Yukon. Constables, Todd, Keyes and Clark of G. division were amongst the number. W. Shroves and Peck Rowland, dog drivers, went also.
 H. A. Bissert arrived from Chicago last week to start a boarding house at the Landing in connection with the steamboat enterprise of the Alaska Mining and Trading company. He left for the landing with other members of the steamboat party this week.
 The Medicine Hat News mentions a reported find of placer gold in the Cypress hills. It is a wonder those hills have been so long unprospected. English Charlie, the oldest miner on the Saskatchewan, tells of finding many years ago a grain of coarse gold on the South Saskatchewan at the mouth of a creek coming from the Cypress hills.
 On complaint of D. R. Close, of Surgeon river, J. McDermid, of Banff, was brought before G. W. Gairdner, J. P., on Wednesday afternoon last charged with having about two years ago taken up and since used a horse belonging to Close. C. de W. Macdonald appeared for the prosecution and W. Short for the defence. The case was adjourned until to-morrow.
 The Regina Leader says that S. S. Phillips of that place has invented an attachment for using the current of a river to propel a boat against it. He is coming to Edmonton to introduce his invention on the Mackenzie route. He calls it a rapid climber. On the Mackenzie route from Edmonton the rapids have to be run down not climbed. However, the idea is good if practicable.

The Medicine Hat News places the building improvements in that town during the past year at \$30,000.
 G. H. Graydon is presenting his customers with a neat calendar, containing a lithographed view of a dog train and sled.
 A meeting of the Young Ladies' Hospital Aid Society will be held at Mrs. Kinnaird's residence on Saturday afternoon at 2 o'clock.
 C. W. Sutter, immigration agent at Edmonton, leaves shortly to enter upon immigration work in Illinois for several months, until the spring rush to Edmonton begins.
 The Vancouver World, of Dec. 31st, has issued a 16 page Yukon edition of 30,000 copies. It contains a large amount of valuable information regarding the Yukon and the coast routes to it.
 Alex. Strickler, of Ponoka, who was brought in by train last week having been severely frozen, died on Monday morning at the general hospital. The body will be taken to Ponoka on to-morrow's train.
 J. Fielders says if the Poplar lake correspondent of the BULLETIN was as good at getting up a Xmas tree as he is at making misleading statements about them, they would have had a burner this year in the school house.
 Daniel S. Law, of Lynn, Mass., representing the Yukon Trading Co. of that city, arrived on last train. John E. Bailey, manager of the company, will arrive shortly together with thirty other members of the company, en route to the gold fields.
 The Indian Advocate, of White Fish Lake, Alberta, is to hand in its second number, December, '97. It is a type written mimeograph sheet issued monthly from the Methodist mission there. It contains a number of news items of local interest.
 Rev. E. B. Glass is the missionary who conducts the paper.
 D. Hopkins, of the Morse party, arrived from Athabasca river last evening. He left there on Tuesday morning. The Morse and Whyte parties were both camped at the Athabasca. Mr. Hopkins came back to trail harness straps, which had been dispensed with on starting, but had been found to be necessary. The party intend pushing on at once on his return.
 A copy of the Rutland Daily Herald, of December 22nd, makes lengthy mention of the return to his old home at Chittenden, near Rutland, Vermont, of D. E. Noyes, of Edmonton, after an absence of 38 years. From the report appearing in the Herald Mr. Noyes has lots of good things to say about Edmonton and its connection with the Yukon.
 This Christmas number of the Farmer's Advocate, of London, Ontario, is to hand. The Advocate is the leading agricultural paper of Canada, and its Christmas number is worthy of the paper and of its field. The number is profusely illustrated and includes a full page on cattle ranching in Southern Alberta by John E. Craig, of Meadow Creek, Alberta, a gentleman who is a high authority on cattle, both in Ontario and in Alberta, where he was one of the pioneers of the ranching industry.
 This regular monthly meeting of the hospital aid will be held at the general hospital on Tuesday next, the 11th inst., at 3 o'clock. A full attendance is particularly requested as it is at this meeting that the officers for the ensuing year will be elected. Any laborious or joining of the hospital aid may do so on payment of the annual fee of \$1. It is greatly to be desired that the membership should be largely increased, and ladies wishing to become members are requested to attend the meeting.
 A special meeting of the council of the Edmonton board of trade was held on Tuesday evening to consider a telegram received from the Calgary board of trade offering to put up half of Mr. Wormald's salary. A motion was passed to circulate a petition to the town council to appropriate \$200 towards Mr. Wormald's salary and expenses. A letter from R. Lockey, of Helena, regarding co-operation with Montana cities in advertising the Edmonton route was also considered and the secretary was instructed to write Mr. Lockey and forward him advertising matter.
 "The Pioneers of the Klondike," by M. H. E. Hayne and H. West Taylor, published by Sampson, Low, & Co., of London, England, came to hand by last mail. It is an account of two years' experience in the mounted police force in the Yukon by Mr. Hayne, who was a non-commissioned officer in the detachment stationed at Fort Grahly. It is illustrated by a number of engravings from photos, is well printed and well bound, and its statements bear the mark of being genuine. The information contained is valuable and interesting. It is by all odds the best work on the Yukon that has yet appeared, and a great relief after the catchpennies gotten out by boomers in the States.
 The Winnipeg Tribune commenting on Sir Charles Tupper's advocacy of government aid to the Stikine route to the Yukon, says: "In investigating the various routes the government should look most thoroughly into the Edmonton and the Prince Albert routes, because if either one of these should be found to be available and as advantageous as the Stikine route, it should certainly be adopted, as its adoption would be a guarantee that Canadian merchants would receive all the benefits which could possibly flow from the outfitting trade, and these benefits would be something enormous. The adoption of a coast route, no matter what precautions might be taken, would in our opinion expose our Canadian merchants to competition from the States. In addition to the opinion of Mr. Ogilvie, who is doubtless well qualified to speak on the subject, and the opinion of the minister of the interior, who personally visited the district and inspected the routes, the government would do well to have reports submitted by the most competent available authorities."
 "We very much doubt that, however strong Sir Charles Tupper may be with his party, the rank and file will be ready to accept his dictum and to construct a proposed link. Before the money is voted the country will want to be thoroughly satisfied that it is an absolute necessity, in the public interest, and that it is not in any way prompted by the impetuosity of any transportation company which may hope to turn the expenditure to its own practical advantage."

TOWN COUNCIL.

The first meeting of the town council for 1898 was held on Monday evening. The several standing committees were appointed. Applications for positions will be considered at the first regular meeting on Wednesday, 12th inst. Regular meetings every second Wednesday. A by-law to borrow \$27,571.90 was passed. Full report next issue.

CURLING.

The first match in the competition for the Hardy cup was held on the rink on New Year's day, the competing rinks being those skipped by E. C. Emery and A. H. Goodwin. Mr. Goodwin being away his rink played one man short.
 E. C. Emery, St. Geo. Jellott, G. J. Kinnaird, G. Kirkpatrick—16.
 Dr. Harrison, W. H. McMahon, J. Morris—11.

FUR SALES.

On Monday McDougall & Second from traders, \$321; in small lots \$200. December sales: Buffalo Lake Trading Co., to H. B. Co., \$66.29; Sigler & Cristall to Ross Bros., \$30.02; traders to Thos. Hourston, \$31.85; Belcourt to T. Hourston, \$33.35; A. Whitford to T. Hourston, \$71.75; A. Whitford to McDougall & Second, \$31.60; small lots, T. Hourston, \$290; Ross Bros., \$500.

METEOROLOGICAL.

The following temperatures are reported from the Dominion government observatory, Edmonton, for the dates given:
 January.
 Monday, 3, 38
 Tuesday, 4, 26 27
 Wednesday, 5, 31 12
 Thursday, 6, 14

Barometer reduced to sea level 29.797.
 NEW ADVERTISEMENTS.
 I write goatskin robe. A suitable reward will be paid to anyone leaving it at this office.
 TENDERS WANTED
 Tenders for the supply of coal for 1898 for the town hall will be received by the town clerk up to noon Wednesday 12th inst.
 T. HOURSTON,
 Chairman Finance committee.
 TENDERS WANTED.
 Tenders will be received by the undersigned up to noon of January 10th for the extension of twenty-five feet on the warehouse now occupied by Kenneth MacKenzie & Co., wholesale grocers. Plans can be seen at the office of undersigned.
 THOS. HOURSTON.

Book Debts for Sale by Tender.

Pursuant to the direction of the Honorable Mr. Justice Rouleau dated in Chambers, at the City of Calgary, the 17th day of December, 1897, I will offer for sale by public tender the books of account, and accounts due to the firm of "Cairns & Kelly" as they appear on the books of the said firm.
 A list of the said accounts may be seen and the books inspected by any person intending to tender for same, at my office, Imperial Bank Block, Edmonton, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon.
 All tenders to be addressed to "A. McNicol, Receiver of the Cairns & Kelly estate."
 Tenders to be in on or before the 14th day of January, 1898.
 ANDREW MCNICOL,
 Receiver and Manager of the Estate of Cairns & Kelly.

NOTICE!

The regular meeting of Loyal Orange Lodge No. 1654 will be held in Houston's Hall, Edmonton, on Friday evening, January 14th, at 7.30 o'clock. Visiting brethren cordially invited.
 FRED J. JAMIESON, Secretary.

Tinware, Brooms, Brushes

We would respectfully solicit an inspection of our new line in Tinware and Graniteware. They are of the best quality and we are offering them at exceptionally low prices. Call and see for yourselves. We can give you a good Broom for 20c and a good Scrubbing Brush for 20c.

BECKETT & Co.

The Oldest Established Drug House in the North.



MACDONALD'S PHARMACY.

SLEIGHS! JUMPERS! Flat Sleighs
 150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.
 J. WALTER,
 Upper Ferry Crossing,
 EDMONTON, ALBERTA.

New Grocery & Feed Store

I have just opened up in my old stand with a large stock of Groceries, Flour, Feed, etc.
 In order to make room for new Millinery stock now on the way, my present stock of Millinery and Fancy Goods will be sold off at great reductions.

O. H. BUSH, EDMONTON.

ARTHUR COASKE, (LATE OF CHICAGO)

Tailor and Furrier

Suits to order at reasonable prices.
 Furs remodeled and repaired.
 YUKON TRADE A SPECIALTY.
 Next door east of Telegraph Office.

Timely Advice.

Buy a Diary and with the New Year

Turn over a New Leaf.

Just received a new lot of Novels, etc. A pretty assortment of presents yet in stock.

HAPPY NEW YEAR TO ALL.

G. H. L. Bossange

Bookseller and Stationer.

-BARGAINS- IN

Groceries

As we intend closing out our Grocery business before spring and devote our whole attention to the Implement trade, will for the next thirty days sell the following lines at greatly reduced prices:

Coffee, Spices, Extracts
 Celluloid Starch
 Baking Powder, Boot Polish
 Pearlware Stoneware
 Brooms, Vinegar, Pickles
 Soap, Etc.

Full line of New Groceries to choose from. Call on us and save money.

THOS. BELLAMY.

CANADA, NORTH-WEST TERRITORIES.

Department of Public Works

NOTICE.

Tenders will be received, addressed to the Commissioner of Public Works, Regina, up to January the 24th, 1898, for the exclusive right of providing and operating ferries at the undermentioned points:
 On the Pembina river at the crossing of the road from Edmonton to Peace River.
 On the Athabasca river at the crossing of the road from Edmonton to Peace River.
 Across the Narrows of Lesser Slave Lake near the Hudson's Bay Company's Post.
 On the Peace river at the northern end of the road from Edmonton to that stream.
 Separate tenders are to be sent in for each ferry and are to state clearly the style and size of ferry which will be provided and the lowest schedule of fees which will be charged, and tenders must include the fee of \$100 for the issue of the license provided for by the Fisheries Ordinance.
 The license issued to the lowest tenderer in each case will be for one year with provision that the Government may take over the ferry at the expiration of the license at a valuation to be agreed upon, or may renew the license as they see fit.
 The lowest or any tender not used is hereby accepted.
 By order,
 J. S. DENNIS,
 Deputy Commissioner of Public Works.
 Regina, December 17th, 1897. 16-27

..THE ONLY GENUINE..

Klondike Flat Sleigh

Manufactured in Alberta, also JUMPERS of all styles and sizes at the City Carriage Works. We have complete transport outfits for winter travel and will furnish you with Flat Sleighs and Harness complete in every detail.

CITY CARRIAGE WORKS,
 JOHN KELLY, PROPRIETOR.

F. FRASER TIMS

GENERAL AGENT

FOR THE ONLY

All-Canadian Route

...TO THE GOLD FIELDS...

FREIGHT AND PASSENGERS

Forwarded to any point where there is a Wagon, Cart or Pack trail.

In connection with the above, I will guarantee to outfit any party, no matter how large, or small, with all the necessary supplies for a one or two year's trip, at as reasonable a figure as can be had anywhere.

Horses, Sleighs, Harness.

Oats, Hay,

Boats, Canoes and Tents

FOR SALE.

OFFICE—The old room of the Board of Trade,

Main Street, EDMONTON, ALTA.

BEAUTY

Even when but skin deep excites admiration, yet how gratifying to both the possessor and the admirer when such beauty is real. How carefully should this gift be guarded by the strict adherence to Nature's laws and the use of the purest toilet requisites.

FOR THE COMPLEXION

A good sponge, pure toilet soaps, and to counteract the effects of inclement weather our White Rose Glycerine Jelly.

FOR THE HAIR

The care of which is so important, Graydon's Hair Tonic is desirable.

FOR THE TEETH

Dentofam is indispensable, being an excellent preservative, possessing anti-septic properties sufficient to prevent the generation of disease germs in the mouth.

Find all at

Post Office Drug Store

EDMONTON.

2000 Bushels

Potatoes

Wanted.

ENQUIRE AT...

CLARKE'S RESTAURANT

THE VERDICT WILL BE—AT

Larue & Picard's

ASK your neighbors where they find the best assortment of Ready-made Clothing.

ASK the people from the surrounding country where they trade when they come to town.

ASK everybody you meet where they go when they want reliable goods at low prices.

ASK at our store to be shown the goods and learn for yourself that all this is true. Then

ASK yourself if you have not made a good investment, received first class goods and saved money besides, at

LARUE & PICARD'S.

J. H. MORRIS & Co'y

..WISH YOU ALL..

The Compliments of the Season

And if you have not already received one, we will be pleased to give you one of our Calendars for 1898.

Now this is fine weather for hauling grain, and most of you will require a complete outfit for the coming gay season of parties, etc. We can fit you out complete.

Handsome range of Men's Clothing for \$6 to \$10 per suit.

Good all-wool Sox from 12½c to 30c. per pair.

Underwear from 90c. to \$3.00 per suit. Also Ties, Shirts and Braces.

We have just received another carload of Groceries. Stock new, fresh and complete. 1gal. pail Syrup, 85c; 7lb. pail Jam, 85c; Cranberries, 17c. lb. Try our 35c. India Ceylon Tea. Everybody speaks well of it. New Lobsters 40c. Honey in 2lb. tins, 40c.

J. H. MORRIS & Co.

.....FREE DELIVERY.

TELEPHONE No. 40.....

Time Flies

And I have all the latest styles of Clocks and Watches to mark its flight.

My stock of Watches, Clocks, Jewelry and Silverware for 1898 is most complete. Microscopes and compasses in great variety, also interchangeable spectacles, guaranteed to suit all eyes.

E. RAYMER.

Skilful repairing of all kinds a specialty.

EDMONTON BULLETIN.
(SIX WEEKLY.)
Printed Monday and Thursday evenings
Subscription \$5 a year, in advance.
Transient advertisements: Five lines and under,
three insertions and under \$1, or 10 cents a line per
week and 5 cents a line each week or part of week
a line.
Standing advertisement—50 cts a line for 2 months.
FRANK OLIVER, — PROPRIETOR.

EDMONTON BULLETIN, JANUARY 6TH, 1898

EDMONTON IS SOLID.

The \$4,000 agreed to be paid by W. Pugsley for the Edmonton district railway charter is now lying in the Imperial bank here at the credit of the town. This is most satisfactory news from every point of view. Under the agreement signed by Mr. Pugsley, unless within one year after the completion of the bridge across the Saskatchewan, he has constructed a railway from the Calgary & Edmonton road to such point within the town of Edmonton as shall be designated by the council he forfeits the \$4,000 and all rights acquired under the agreement. This looks like an eminently safe and profitable deal for the town whatever turn events may take. If the railway is not built the town is \$4,000 ahead in cash and only one year behind in time. If the railway is built the town is practically not \$4,000, but \$29,000 ahead. It will be remembered that the ratepayers voted \$50,000 to aid the construction of a bridge and railway under this very charter. They are paying \$25,000 for the bridge, and until the present deal was concluded, had every reason to believe that the other \$25,000 would be required to bring the railway across the river. Now they not only get the railway without further payment, but get back all the cash they had expended in the effort to secure it. The BULLETIN has no hesitation in asserting that the chief, if not the sole credit for the radical change in the standing of the town as between a year ago and the present time, is due to the bold and energetic action of the town council of 1897 in putting up a marked cheque for \$25,000 in aid of the bridge. This act required nerve, as the members of the council had to be personally responsible for the money until the ratepayers had passed a by-law ratifying the proposition. Years had been wasted in talk and argument on the bridge question, without result. Cash was needed to bring matters to a focus. The cash was forthcoming in the nick of time, and the results which have followed have unquestionably out-run all expectations. The actual putting up of the promised aid secured the commencement of the bridge. The commencement of the bridge fixed the future railway crossing of the river, and therefore the site of the town which all now acknowledge as the commercial metropolis of the north. Then followed the erection of large and substantial buildings, which would not have been warranted under other circumstances; the offer of railway connection already alluded to; the advent of more banks and business houses; and generally the establishment of a confidence in the stability of the place which otherwise could not have existed. The effect is felt throughout the whole district north of the river in an increase of confidence, which is beneficial to the whole community. Fortune used to be pictured as a blind goddess. But good fortune is more often the result of good management than of chance. It is well that when fortune has favored us we should consider to what that fortune is due. The people of Edmonton have themselves to thank through the members of the late town council for the present fortunate condition of their town. Had the late council hesitated last spring and the Yukon excitement arisen before the bridge matter was settled, there is every possibility that such means would have been taken by opposing interests as would have permanently and effectually side-tracked Edmonton. But that is past. We stand upon an entirely new footing at the beginning of the new year.

THE GLOBE HAS SPOKEN.

The Globe of December 29th, has an article headed "The All-Canadian Route," in which the description given in the BULLETIN's latest special edition of the overland route to Pelly river is reproduced in condensed form and duly credited,—for which, thanks. There is not one word, however, in support of the route except that "in

the abstract" the idea of an all-Canadian route naturally appeals to Canadians, and that the case which the BULLETIN makes out in favor of the route "will no doubt be fully considered by all who intend to join in the spring rush for the Klondike." The Globe is a big paper with a big circulation, and it is certainly of value to get even mention of the Edmonton route in its columns. Having received this benefit at the hands of the Globe it may seem ungrateful to question further the stand taken by that paper on the matter. But there are other interests involved in this question of an all-Canadian route to the Yukon of importance far and away beyond any matter of courtesy as between such little and such great papers. The Globe is an important factor in the politics or government of Canada, by reason of the numbers of its readers, the public confidence that was bequeathed to it, and the prestige of being an organ of the party in power. It must be considered according to its responsibilities. When it uses its position to create the impression that an all-Canadian route to the Yukon is something only to be considered in the abstract—in other words that it is not a living and important question—it is trying to mislead the public just as much as though it filled columns with bad language in abuse of the proposition. How is it that the Globe considers it of no importance whether Montreal, Toronto and Winnipeg or Tacoma, Seattle and San Francisco do the trade of the Yukon now and in the future; whether the food supplies required shall be drawn from the Canadian West or the Pacific States; whether Canada shall or shall not be at liberty to go and come as she pleases in her own territory? Already there are said to be 30,000 people in the Puget Sound cities awaiting transportation to the Yukon. How much of the millions they have spent and are spending has been added to Canadian trade, although Canadian gold is their object? Are these abstract questions? The Globe is trying to fool the people of Canada, and particularly the supporters of the government, to the injury of Canada, when it takes such a position on the question of an all-Canadian route. The 300 people who have taken the Edmonton routes since August last have spent in Canada not less than \$150,000, besides what was brought from the United States and England; and however much traffic by these routes may increase, Canadian trade will be benefited in proportion. It is not permitted to the Globe to be neutral when a question of such importance is up for consideration before the people of Canada. It is either for or against the all-Canadian route—that is, if it is not for, it is against, and must be considered as being so; which is the position it occupies up to date.

The conclusion of the Globe's article is no better than its commencement. Its kind intimation that those who want to take the Edmonton route will no doubt go that way does not compare favorably with its hearty endorsement of the idea of government expenditures on the Teslin lake route; in which, by the way, it is supported by Sir Chas. Tupper. May be eastern business men and western ranchers will accept its God speed to the Edmonton route as equivalent to the cash assistance which it advocates to the Teslin lake route; and then again, may be they will not.

Let the Globe make no mistake as to the question now before the country. It is not a question of the BULLETIN's knowledge or veracity. It is not a question as to whether or not a macadamized,—or for the matter of that any other kind of a—road extends from Edmonton to Dawson. The question is: Whether the government of Canada will or will not take such action by the improvement of means of communication between the Yukon district and the adjacent sections of the Northwest Territories as shall ensure the largest share of profit from the development of the gold fields of the Yukon to the commercial, manufacturing and agricultural interests of Canada; and whether the Globe is for or against the advancement of those interests by this means. By the way, the Globe, like its friend the Free Press, still remains oblivious to the existence of the Mackenzie route. Why is this? On the overland route it has no opinions; of the Mackenzie route it has no knowledge.

The people of Prince Albert and Regina are booming a route to the Yukon which they appear to think is a rival of the Edmonton route by way of the Mackenzie; and consequently expend considerable effort in producing evidence that theirs is better than the Edmonton route. The BULLETIN hopes it will be pardoned for suggesting that they are not taking the true or best position on the question in so doing. As between the Prince Albert and Edmonton routes, the difference is in only the starting point and the first three hundred miles or so. Beyond Fort McMurray the route is the same from both places. It is beyond Fort McMurray, at Smith rapids, and Peel river portage that government aid is chiefly required for the improvement of the route. We are satisfied with conditions as they exist as far as Fort McMurray on this route, and if they have the better route no doubt they are satisfied with existing conditions from Prince Albert to that point. Then why not combine with Edmonton and Calgary to secure the construction of tramways at Smith rapids and from the waters of the Peel to those of the Porcupine, a matter of 35 or 36 miles in all! This is what will boom both routes more than either can be boomed without such construction. Why not make common cause, instead of belittling each other's advantages to the loss of both?

A Good Opportunity

TO PROCURE

Good Clothing Cheap

DURING THE HOLIDAYS.

Having made arrangements for one of our representatives to go to Montreal for the purpose of buying fresh stock, etc. we are desirous of reducing our present VERY LARGE STOCK OF CLOTHING and in consequence will offer to the public the

PICK OF 250 SUITS.

Comprising all kinds and qualities of Men's Suits, upon which we will make LARGE REDUCTIONS.

Give us a trial and you will be fully convinced that we are carrying out what we advertise.

Sigler & Cristall

CHEAPSIDE.

Next to Macdonald's Drug Store.

Carriage AND Repair SHOP.

QUEEN STREET, EDMONTON.
(In rear Jas. McDonald's shop)

SEE MY.

Klondyke Toboggans and Flat Sleighs

at reasonable prices. Repairs of all kinds on the shortest notice.

Low prices is my motto. Come and see me

JOS. BOUGIE.

SLEIGHS! JUMPERS!

Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carols, Etc.

J. WALTER,
Upper Ferry Crossing,
EDMONTON, ALBERTA.

Watch

for

J. Looby's

Harness

Advertisement

Next

Issue.

Furs Furs Furs

Joe. Ullman & Co., of St. Paul, have recommended for buying for the coming season at their old stand.

THOS. HOURSTON,
Representative.

Hudson's Bay Company

(INCORPORATED 1670)

A Merry Christmas

AND A

A Happy New Year

TO ALL.

Secure a copy of our booklet, "Seasonable Hints on Welcome Gifts," and buy a Christmas Hamper. You can have a choice at \$3.00, \$5.00, \$6.00, \$8.00 and \$10.00, specially adapted for Christmas Cheer.

Hamper No. 4

1 Turkey,
2 lbs. Cranberries,
1 Plum Pudding (2 lbs)
2 Packages Mince Meat,
1 Tin Preserved Figs,
1 Tin Asparagus,
1 Carton Raisins & Almonds
1 Box Candies,
2 lbs Mixed Nuts,
2 lbs Mixed Biscuit,
1 Jar Imperial Cheese,
½ lb. Tetley's Tea,

For \$5.00

Our Christmas

Bazaar

We have imported a choice selection of Fancy Goods suitable for Presents, Christmas Trees, etc.

Crockery and Glassware - -

Toys and Novelties

Our Dry Goods stock also contains many articles suitable for Christmas Gifts at reasonable prices.

Christmas

Groceries,

Biscuits and Confectionary

A complete stock of Fresh Goods of best quality at reasonable prices.

Cape Cod Cranberries 15cts per pound.

Reliable Goods,
Reasonable Prices,
Courteous Attention,
Prompt Delivery,

AT...

HUDSON'S BAY Stores.

..ENGLISH GOODS..

I have pleasure in directing attention to the ENORMOUS Consignment of British Goods just opened at the Manchester House. Having purchased for cash on specially advantageous terms, I have secured some great bargains, in which all purchasers at the Manchester House will participate.

Make a point of securing some of the Lovely Dress Materials so suitable for evening wear, at from 25c. per yard and upwards.

Special attention is directed to some unusual bargains in Ladies' Flannelette Underwear, Hosiery, Scotch Woollens and Shawls.

Long Silk Gloves (36 inches) all shades.

Also a very complete assortment just received from the leading eastern houses in Ladies' Fur Coats and Capes, Cloth Jackets, Fur Caps, Muffs and Collars, Men's, Women's and Children's Boots and Shoes, Rubbers and Overshoes, Warm Woollen Underwear, Fur and Cloth Caps, Mitts, Gloves, Moccasins, Overalls, Etc. Etc.

Terms Strictly Cash.

Positively no exceptions.

W. JOHNSTONE WALKER,
... THE MANCHESTER HOUSE.

- - NEW - -

...Hardware Store...

..MCLEOD'S NEW BLOCK..

Our stock not yet being complete, we cannot give you everything you may ask for, but we will be pleased to have you call and examine our goods.

To Prospectors' Supplies we have given special attention.

Tinsmithing and Jobbing

Our Workshop is now complete and we are prepared to do all kinds of work in this line.

..FURNACE WORK A SPECIALTY..

Prompt attention given to orders for import.

J. L. JOHNSON & Co., Edmonton.

Two Cottages and Four Main St. Lots FOR SALE.

(1) One or both of the cottages opposite the residence of D. W. Macdonald on McDougall Street.
(2) Lots 19 and 20 on Jasper Avenue in River Lot 6, commencing 50ft. west of the Massey-Harris warehouse; will be sold in lots from 25ft up to 100ft as desired by purchaser. For terms apply to

H. C. TAYLOR, Barrister,
OWNER'S AGENT.

TELEPHONE ..

Baldwin & Goodridge

For first class Coal. \$2.50 per ton. No credit.

M. M'CAULEY,
Cartage, - Livery,
FEED AND SALE STABLES.

First class Rigs. Good Drivers

All kinds transient teaming promptly attended to.

Contracts made for delivery of Stone. The best Building Sand in town for sale.

M. M'CAULEY, Proprietor.

COAL!

Of first class quality \$2.50 per ton Cash on delivery.

WM. HUMBERSTONE.

HOTELS.

ALBERTA HOTEL, Edmonton.—The above well known Hotel having been recently enlarged and improved, now under the management of Jackson & Grierson, is prepared to offer the best accommodation to visitors and the public generally. Table unassurpassed. Good sample rooms. Livery in connection. Bus meets all trains.

JACKSON & GRIERSON, Props.

JASPER HOUSE, north side of Main street. The only brick hotel in Edmonton. The largest house in Northern Alberta. First-class weekly and daily board at reasonable rates. Commodious sample rooms in connection. Also first-class livery and feed stable.

J. GOODRIDGE, Proprietor.

QUEEN'S HOTEL, Edmonton. Strictly first class in every particular. Free Bus meets all trains. Free sample rooms.

NEVILLE WHITE, Proprietor.

BUILDING.

JAS. McDONALD, Builder and Contractor. Sash and Doors on hand and made to order. Plans and estimates of buildings furnished. Office and shop function Jasper Avenue and Main Street. F. O. Box 107, JAMES McDONALD.

LEGAL.

BROWN & ROBERTSON, Barristers, etc., Butcher Block.

J. C. F. BROWN. HARRY H. ROBERTSON.

W. M. SHORT, ADVOCATE, NOTARY, ETC.
Office Cameron Block, Edmonton.
Company and private funds to lend.

H. C. TAYLOR, M. A., LL. B.
Barrister, Advocate, Solicitor, Notary, etc.
Office in Imperial Bank Block, Edmonton, Alberta.

BECK & EMERY, ADVOCATES, NOTARIES
D. Beck, Edmonton, Alberta, N. W. Solicitor
FOR IMPERIAL BANK OF CANADA
N. D. Beck, Q. C. Crown Prosecutor.
Company and private funds to lend.

P. L. McNAMARA, Advocate, Notary, Etc.
Office over McLeod's Block, Main St., Edmonton, N. W. Solicitor for La Banque Jacques Cartier.

DENTAL.

A. H. GOODWIN D. D. S., L. D. S. SURGEON
DENTIST, Main Street, Corner, Alberta
OFFICE—Imperial Bank Block.

W. WILSON, L. D. S., Surgeon Dentist, Office
Parish Block, South Edmonton. Telephone

MEDICAL.

H. C. WILSON, M. D. Temporary office at Dr. E. C. McInnis, Fraser Avenue. Office hours: 12 to 2 p. m. and 4 to 6 p. m. Residence, corner Hardisty Avenue and Sixth Street. Consultation hours 1 to 2 and 7 to 8 p. m. Telephone at office and residence.

L. MCINNIS, M. D., C. M. PHYSICIAN AND ACCOUCHEUR. Office, Fraser Avenue, Edmonton.

E. A. BRAITHWAITE, M. D. Office at Residence, Third Street, south of Lewis H. B. Store. Telephone connection.

J. D. HARRISON, M. D., C. M. Special attention to Eye and Ear. Office and residence corner Fifth Street and Victoria Avenue, next door east of Land Office, Edmonton.

AVYLEN, M. D., C. M. McGill University Physician, Surgeon, Accoucher, etc. Office and residence, Fort Saskatchewan, Alberta.

ACCOUNTANT.

McNICOLL, Accountant and Commission Agent for O. P. F. Imperial Bank Building. Agent for J. & J. Taylor & Co.

EDMONTON DYING WORKS

—F. Mayerhofer,—
PROPRIETOR.

Near Electric Light Works.
All orders promptly attended to and first-class work guaranteed.

MONTANA AWAKE.

The cities of Northwestern Montana have suddenly awakened to the fact that the Edmonton route to the Yukon is the route for them. Helena, Anaconda, Butte and Great Falls, are taking active measures to attract attention to the advantages of this route, and incidentally to the advantages of those cities as outfitting points. The strange thing is that they did not waken up before. Montana is as much and as directly interested in the Edmonton overland route as Alberta, as travel by this route would mean an unlimited demand for Montana horses, know not only worthless, but actually a nuisance, and a menace to the cattle interests. Once the trail is improved Montana cattle can be driven all the way to Dawson, as well as they are now driven from Texas to Montana and into Southern Alberta. To Edmonton there is direct communication by rail or from all parts of Montana. Already several parties have come this way. One party from Butte have taken the Mackenzie route. Another party who drove in last summer from Southern Montana took the overland route. Another party is now here who drove their horses from Billings to MacLeod and then shipped to Edmonton by rail. They regret they did not drive all the way. Still another party came from Cedar City, Utah, by way of Helena and Great Falls, all rail to Edmonton. These parties have had great difficulty in finding out the all rail connection to Edmonton. If the Montana cities take hold of the matter vigorously as they appear likely to do they can disseminate the necessary information from that side of the line as it could not be from this. They can also do a great deal towards securing the improvement of the through rail connection, which the Great Falls and Canada road would gladly promote. Edmonton has no jealousy against the participation of the Montana cities in the Yukon trade. For this reason. The foundation advantage of the Edmonton overland route is cheap horses and plenty of them. The scarcer or dearer horses are the less advantageous the route becomes. The cheaper and more abundant they are the more favorably it compares with other routes. Already it has absorbed a thousand horses. A few thousand more taken from Alberta would cause the price to rise out of reach. But with the unlimited herds of Montana to draw from and the people there actively interested in the success of the route the Edmonton route must unquestionably take the lead over all others as at present existing.

The immediate cause of the Montana excitement is a visit by Richard Lockey, a capitalist of Helena, to the Puget Sound cities and Spokane. When he saw what the rush to the Sound cities was and how plucky and enterprising Spokane was reaching out for a change of the trade by the interior British Columbia route, he naturally said: "And why not Helena and her sister cities." On his return he at once fired the leather, so to speak, and the Helena, Anaconda, Butte, and Great Falls papers are now discussing the matter in a vigorous style. The Anaconda Standard, of Dec. 24th, gives an account of a meeting held in Great Falls that afternoon, by representative business men of that city. The names of W. G. Conrad, formerly of MacLeod, and Matt Dunn, formerly of Calgary, are prominent in the list. A committee was appointed to organize for action. In his address to the meeting Mr. Lockey told what he had seen at Seattle and Spokane. At the present time he said the railways were all seeking for the long haul, and were advertising the ocean route, but it would not be hard to demonstrate that the other route was preferable. W. G. Conrad, who was chairman, declared his belief in the practicability of the route and that it would be profitable to Montana. Matt Dunn also supported the practicability and advantage of the route. Dr. Crutcher said that if Great Falls could make \$10,000 out of the passage of people through to the Yukon he would support the effort to boom the route. Its use would furnish a market for all of the cayuses which are now destroying Montana ranges, and are without value. Their sale at \$10 a piece would be a bonanza. It would be an inducement to the Chicago, Burlington and Quincy Ry. Co. to build across the hundred miles from Billings to Great Falls, (where the Great Falls and Canada from Leekridge connects with the Great Northern), Harry Somers, of Helena, manager of the Rocky Mountain Bell Telephone Co., said that all the telegraph and telephone companies were looking for some way to get to Dawson. The route from Seattle was impossible. There were too many high mountain ranges, and that necessitated the laying of too many heavy cables. There seemed to be no other way than by Edmonton, and the making of a wagon road would settle the difficulty for the companies.

WHEAT MARKETS, Dec. 31.

New York, Dec. \$1.00. May 94c.
Chicago, Dec. 95c. May 92c.
Duluth, Dec. 90c. May 91c.
Maritoba points, Dec. 28.
Portage, 78c. Brandon 77c. Moosemin 75c. Regina 75c. Moose Jaw 74c. Morden 76c. Prince Albert 74c. all at all points, deliveries being graded No. 2.
Oats were sold at Pilot Mound, Man., at 30c.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session, for an Act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or narrow gauge from a point in or near Edmonton, Northwest Territories, by the most feasible route to some point at or near the confluence of Smoky and Peace rivers or to some point between the confluence and Dawson, and to run steamers and other vessels; to acquire, operate and dispose of mines, minerals and their products, timber lands, water powers and privileges, and to produce and utilize electricity for all purposes; to build and operate tramways, bridges, ferries, telegraph and telephone lines, mills, sawmills, docks and elevators; to do a general business as carriers; to acquire the business of any other company or companies carrying on any similar business or businesses; and with all other powers usual, necessary or incidental to any of the objects above mentioned.

Dated at Ottawa the 15th day of November, 1897.
D. ARCTY SCOTT,
Solicitor for the Hudson's Bay and Pacific Railway Co.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session, for an Act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or narrow gauge from a point in or near Edmonton, Northwest Territories, by the most feasible route to some point at or near the confluence of Smoky and Peace rivers or to some point between the confluence and Dawson, and to run steamers and other vessels; to acquire, operate and dispose of mines, minerals and their products, timber lands, water powers and privileges, and to produce and utilize electricity for all purposes; to build and operate tramways, bridges, ferries, telegraph and telephone lines, mills, sawmills, docks and elevators; to do a general business as carriers; to acquire the business of any other company or companies carrying on any similar business or businesses; and with all other powers usual, necessary or incidental to any of the objects above mentioned.

Dated the 10th day of December, 1897.
A. FERGUSON,
Solicitor for the Applicants

NOTICE.

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain a railway in two sections or divisions, either standard or narrow gauge for the purpose of conveying passengers, freight and ore (last division) from some point at or near the head of Lynn Canal, thence in a northerly direction and through the White Pass, thence by way of Lake Bennett to a point on the southern end of Lake Bennett; thence following the said lake to a point on the northern boundary of British Columbia; (2nd division) and from some point near the northern end of Lake Marsh, by way of the McMillan River and Trail to the Hootalinqua River—with power to the company to build a railway connecting the two said divisions, and also with power to the company to build, equip and operate steamers and other boats on the water stretches, between the two said divisions, and other stretches, or proposed railway sections, and to carry on a general transportation business; and with power to construct, equip, operate and maintain branch lines, and all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to erect, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and also for transmission of messages for the public; and to acquire water rights and to generate electricity for the supply of light, heat and power, as well for their own use as to sell and supply to the public; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges or other aids from any government, municipality or other body corporate, to make traffic or other arrangements with railways, steamboats or other companies; or with power to build waggon roads to be used in the construction of such railways, or in advance of the same, and to levy and collect tolls from all parties using, and on all freight passing over, any of such roads built by the company, whether built before or after the passage of the Act hereby applied for, and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

BODWELL, IRVING & DUFF,
Solicitors for the Applicants.
Victoria, B. C., 25th October, 1897.

NOTICE.

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain either standard or narrow gauge railways for the purpose of conveying passengers and freight from point on one or other of the branches or prolongations of that arm of the sea commonly called Port-Jackson, on the west coast of British Columbia to a point at or near Telegraph Creek on the Stikine River, thence to a point at or near the head of Teslin lake, thence in a westerly direction along the side of Teslin lake to the lower end thereof, thence following the coast as near as may be to the Hootalinqua, Leves and Yukon rivers to Dawson City in the Northwest Territory or to some intermediate point. And with power to construct, equip, operate and maintain branch lines and all necessary bridges, roads, ways, ferries, wharves, docks, and coal bunkers in connection therewith; and with power to build, own, equip, operate and maintain steam and other vessels and boats; and with power to erect, equip, operate and maintain telegraph and telephone lines in connection with the said railways and branches, and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges or other aids from any government, municipality or other persons or bodies corporate; and to make traffic or other arrangements with railways, steamboats or other companies; and with power to build waggon roads to be used in the construction of such railways and in advance of the same; and to levy and collect tolls from all parties using and on all freight passing over any such roads built by the company; whether built before or after the passage of the Act hereby applied for; and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the City of Victoria, Province of British Columbia, this 6th day of November, A. D. 1897.

HUNTER & OLIVER,
Solicitors for the Applicants

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session, for an Act to incorporate a company to construct, equip, operate and maintain a railway or tramway by the head of Miles' canon to the foot of the White Horse Rapids, on the Leves River, in the Northwest Territory. Also to acquire lands, bonuses or other aids from the Government of Canada.

GEO. E. KIDD,
Solicitor for Applicants.
Ottawa, Ont., Dec. 9, 1897.

NOTICE

Is hereby given that application will be made to the Parliament of Canada at its next session by The Central Canada Loan and Savings Company of Ontario, for an Act to enable the said company to carry on business anywhere in the Dominion of Canada and to consolidate, define and declare its liabilities, obligations and powers.

Dated at Toronto, Dec. 1st, 1897.
E. T. MALONE,
Solicitor for Applicants.

APPLICATION FOR LETTERS PATENT.

Public Notice is hereby given that within two months after the last publication hereof in the Edmonton Bulletin, semi-weekly paper published at Edmonton, Alberta, Northwest Territories of Canada, the persons hereinafter named will apply to the Honourable The Lieutenant-Governor in Council for Letters Patent incorporating them under the provisions of "The Companies Ordinance."

1 The name of the Company is to be "The Yukon and Northwest Corporation (limited)."

2 The objects for which incorporation is sought are:

(A) To prospect for, explore, contract for, purchase, lease, or otherwise acquire, develop or sell either on the Company's own account or jointly with or as agents or in trust for other persons, and either absolutely, optionally, or conditionally mineral and other lands for mining purposes and mining locations or interests therein, mineral properties, mining, water and other rights and easements and undertakings connected therewith.

(B) To acquire shares or debentures in any similar company as the consideration for any properties, easements or rights sold by the company to such similar company in the ordinary course of business and to alienate the same at pleasure.

(C) To purchase, construct, acquire, charter, hire, lease, repair, maintain and operate steamships, tugs or vessels for carrying, transporting and conveying passengers, goods, freight, mails, merchandise and other traffic on any of the navigable waters within or bordering upon the Northwest Territory of Canada and from any port therein and generally to carry on the business of carriers by water and to employ to do all other things incidental or conducive for all or any of the purposes aforesaid or requisite in the Company's business.

(D) To carry on the business of general merchants, grain dealers, millers, brokers, commission merchants, common carriers, wharfingers, warehousemen, ship and vessel builders and owners.

(E) To co-operate with any person or company transacting any business which the company is authorized to carry on and to enter into any agreements or undertakings for such purpose.

(F) To buy, acquire, sell, exchange, lease, mortgage or otherwise deal with real estate or any interest therein and to sell, exchange, lease, mortgage or otherwise deal with all other property, real and personal, or any portion thereof of the company.

(G) To act as agent or trustee for any person or persons, Company or Corporation for the purposes above set forth or any of the said subjects.

(H) And to do and perform all other acts, deeds, matters or things incidental or conducive to the carrying out of all or any of the said subjects.

3 The chief place of business within the Territories shall be at Edmonton.

4 The proposed amount of capital stock shall be Five Thousand dollars—divided into five thousand shares of the value of one dollar each.

5 The names in full and the addresses and calling of each of the applicants are as follows: George Langford Sherlock, gentleman; James Henry Kennedy, land surveyor; Andrew James Clark, broker; Charles Johnson, railway employee; all of the City of St. Thomas, in the Province of Ontario, and Thomas Curran Alford, of "The Mornington," of the City of London, in the said Province, gentleman.

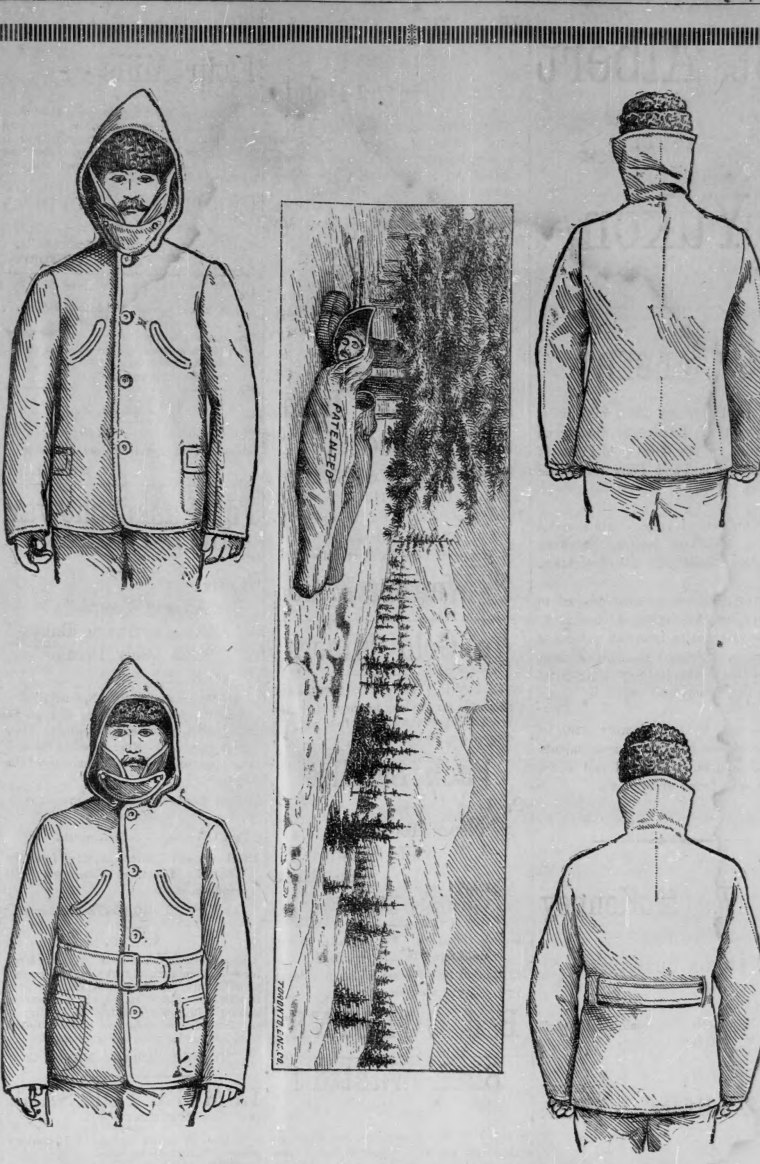
6 The said above mentioned parties are to be the first directors of the company.

G. LANGFORD SHERLOCK,
Agent for Applicants.
First inserted in the BULLETIN Dec. 2, 1897.

RANCH

BEAVER LAKE STOCK RANCH, ROBERT LOGAN
Proprietor. Constantly on hand and for sale horses, cattle and sheep. Prices to suit purchaser. Also—Seed oats, barley and potatoes.

Cattle brand—"Horsehoe" on rump.
Horse brand—"R. L." on left thigh.



We still continue to do

The Outfitting Business

Of Edmonton and satisfy all who Outfit with us.

First of all we carry

The Right Kind of Goods.

Second, we take special care to pack them as they should be.

Third, OUR PRICES ARE RIGHT.

These are the three important things that must be right, and we are daily doing it to the satisfaction of all.

Our New Goods are now coming to hand, and judging from the immense stock in all lines required, we will be well prepared for the rush there is sure to be.

We have recently issued a Folder and Map called "The Yukon Trail. McDougall & Secord's Guide to the Gold fields. How to get there, What to Take, Where to get it." It contains a complete list of Supplies with price list, and a lot of valuable information, including a synopsis of the Mining Regulations. This is for free distribution, and we will be pleased to mail one or more copies to all who may apply.

McDougall & Secord,

WHOLESALE AND RETAIL OUTFITTING MERCHANTS.

EDMONTON, ALBERTA.

READ THIS. GO TO MATHERS

And get a Souvenir of the Edmonton District, containing TWENTY-ONE VIEWS for 75 cents, or for \$1.25 get two Souvenirs—one of Edmonton and one of the Queen's Diamond Jubilee. We have also Photographic Xmas Cards for 25c. and 35c., representing "Pack Horse in Muskeg," "Dog Trains," "Bucking Bronchos," "Horses with Flat Sleighs bound for Klondyke," "The Klondyke Rush," "Home of the Redman," etc., etc. Cards \$2.50 and \$3.00, assorted.

C. W. MATHERS.

HARDWARE

The public are invited to inspect our stock and get prices before buying their Hardware. Our store is not very pretentious, neither are our prices. No trouble to show goods.

We have a full line of.....

COAL AND WOOD COOK STOVES..

.....At Low Prices.

We do all kinds of repairing and make up special goods to order.

JAMES A. STOVEL,
The People's Hardware Store.

NOTICE.

Notice is hereby given that on the 28th day of January next, at the hour of 2 o'clock in the afternoon, at the Notre Dame d. L. urde school house, four miles east of Fort Saskatchewan, there will be offered for sale by public auction, in accordance with the terms and provisions of the special ordinance of the Northwest Territory, a portion of the sale of land for arrears of school taxes, the following lands situated in Notre Dame d. L. urde school district No. 22: The west half, section 24, Township 24, Range 22 (320 acres).

1894, for taxes,	\$19 20
1895, for taxes,	12 00
1896, for taxes,	15 00
1897, for taxes,	12 00
Interest	3 48
Total,	\$58 68

OMER GOVIN,
Treasurer.

Pigs Wanted!

The Edmonton Pork Packing Co. are now buying live pigs delivered at their curing house (Donald Ross' old hotel.) The highest market price paid.

W. S. EDMISTON,
Manager.

NOTICE.

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate the Pacific and Lewis River Railway Company, for the purpose of constructing and operating a railway and waterway from a point on or near the boundary line between Canada and the United States, or near the Lynn Canal or north thereof, by way of Lake Asell, Hootalinqua Village and the Nordenskiöld River to a point on the Lewis River below Five Flower Rapids and thence to Fort Selkirk, in the North-West Territories of Canada; with power to carry the above route should further surveys of the Company prove it to be advisable; with power to construct docks, wharves, bridges and other works; to build and operate steamships and steamboats, telegraph and telephone lines, and to receive from the Government of Canada or other corporations or persons, concessions of lands, timber limits, mineral rights, mines, quarries and other advantages; and in the construction of the works of the said Company, and with power to make contracts and arrangements with other railways, navigation and trading companies; with power also to take and use water for generating electricity and to transmit and dispose of the power thereof for lighting, heating and motive purposes; also to carry on a general trading business, and to establish and maintain stores and trading posts; also a saw mill and general mining and smelting business, including one section of saw mills, smelters and concentrators.

R. D. MCGIBBON,
Solicitor for Applicants.

GENILL & MAY,
Ottawa Agents.
Dated at Montreal this 30th day of October, 1897.

Before going to the..

Yukon

You can save Gold by buying your supplies at

Garipey & Chenier

GENERAL...
MERCHANTS

Dealers in Staple Dry Goods,
Boots & Shoes, Groceries,
Flour, Grain, Provisions,
Wall Paper, Crockery, Etc.

Sturgeon Coal

Quality unsurpassed, and the best on the market. Delivered to the door at \$1.00 per ton; at mine \$1.00. The Sturgeon Mines.
Cash on Delivery.

lapi FRANK SMITH, Manager.

Telephone S. Moran FOR COAL

At \$2.50 per ton. Cash on delivery.

S. MORAN, Edmonton.

Barley Wanted.

Highest cash market price paid for good Malted Barley at the South Edmonton Brewery.

R. OCHSNER.

